





MASSACHUSETTS PLOUGHMAN.

William Blackminister, Editor.  
SATURDAY MORNING, SEPT. 14, 1880.

Please notice that being obliged to surrender our room in Quincy Hall to the "Committee" during the Fair of the Massachusetts Charitable Mechanics' Association, we have procured an office for a few weeks at No. 36 South Market Street, nearly opposite the entrance to our former office.

Subscribers will please call and see us there.

EDITORIAL CORRESPONDENCE.

HARTFORD, September 12.  
On Tuesday morning I took the cars at Framingham for Springfield—fare \$2.10—dined at the American House and arrived there 45 minutes. Then went in the train to Hartford—fare 75 cents—26 miles.

Vegetation is rank in every direction and no part of the country has suffered for want of rain. We see but little cultivated land between Framingham and Springfield on the line of the rail road, and the latter cannot judge very well of the prospects of the harvest here. But the say of the farmers is, that potatoes look worse than they have ever done these five years. Some yielding nothing, and some that yield very little more than half crop.

Not many heavy cornfields are to be seen on the railroad route. The best are found on the banks of the Connecticut river, where land is flat and free from rocks—of course it is easily tilled. At Springfield many people are found in the depot on the arrival of the cars from Boston, and there is no small confusion of faces and steam, and bells and blowing for baggage. One train is failing to go to Boston; another to Albany; and a third to Hartford. Five hundred heads are quite enough to meet at one time, and I am quite glad to be spared the trouble of meeting the hundred thousand last week at Albany.

The river has not the appearance of being much swollen notwithstanding the great fall of Saturday and Sunday—that is, the water is chiefly confined within the banks and the crops are seen above water. Several acres of tobacco look quite as well in the field as in the mouths of people in the towns.

At Hartford I diligently inquired for the best route to the town of Winchester, Ct., but I could scarce find a person who seemed to know in what direction I should go. All, however, seemed to agree that I must not proceed on to New Haven—so I took a seat in a car or two that was to start for the town of Bristol at 4 P. M. At Bristol I was told to take the stage which runs to Plymouth, or as the railway people there call it, Plymouth Hollow. Here we came to a railway station at a road leading from Bridgeport, on the Sound, to Winchester, or, as the station is called, Winton.

After waiting one hour and a half, with nothing to eat, and no one to talk with, a car came creeping along as if afraid of blocks in the way, and after taking breath for full five minutes it started towards Winton and actually arrived there it started some time.

All we could see, during this night ride of 18 miles, was a high ridge of land west, and another high ridge east—while we were in the oblong hollow—while all the passengers, by various nods admitted to be "Sleepy Hollow." And still I was more than five miles from my place of destination—Winchester Centre.

Farther progress for the night was now out of the question, and as it was too late for a warm supper a cold one was called for at the village near by the station.

Coachman was ready to take three or four of us to "Nassau's hotel," a term that to mean something quite above a common tavern. But terms vary, and why should we grumble when we have a decent bed and a chair to hang a coat on. Many a poor chap cannot have that—though Jenny Lind seemed to think we have no poor people here on first seeing the population of New York in their Sunday dress.

"A horse, a horse! my kingdom for a horse!" cried King Richard in his strain. Thought of the poor king as I was running through this little city for a barber. He had left shop and gone out of the village to breakfast before I was ready for a shave. A barber, a barber! My beard for a barber, I was honestly as ready to pledge as King Richard was his kingdom.

All shaved, and now for a ride five miles in a buggy, over hollow and ridge, through puddles, and over fixed rocks. But mud does not stick to one here as it does in Boston. Mud and money brush off fast when you hire a special vehicle in the country.

THE SIXTH EXHIBITION of the Mass. Charitable Mechanics' Association opened on Wednesday. The variety of articles is greater than ever. There is a vast collection of all sort of things that ingenuity can devise for skill to execute in the shape of goods, fancies, work, tools, &c.

Faneuil Hall is Section No. 1. A patent bridge connects this with Section 2 in the West end of Quincy Hall. This Hall is divided to make four more sections, there being 6 sections in all. The Exhibition will continue a fortnight or more, opening at 9 o'clock closing at 9.

Some 5,000 are said to have visited the Exhibition the first day. The number of visitors will be very large. Next week will be a very favorable time. Do not delay till the last day to secure the benefit to be derived from an examination in detail.

CATTLE SHOWS FOR 1880.

The Middlesex Co. Cattle Show will be at Concord on Sept. 18th.  
The Worcester Co. Cattle Show will be at Worcester on Sept. 19th.  
The Plymouth Co. Cattle Show will be at Bridgewater on Sept. 25th.  
The Norfolk Co. Cattle Show will be at Dedham on Sept. 25th.  
The Franklin Co. Cattle Show will be at Greenfield on Sept. 25th.  
The Essex Co. Cattle Show will be at Salem on Sept. 26th.  
The Bristol Co. Cattle Show will be at Taunton on Oct. 10th.

HORTICULTURAL EXHIBITION. The 22nd annual exhibition will be held on Tuesday, Wednesday, Thursday and Friday, next week. The Hall, in School street, will be open to the public at 3 o'clock P. M. on Tuesday the 17th inst. The Fruits, Flowers and Vegetables must have their turn. Crowds will undoubtedly attend, as usual.

Peaches are plenty and poor. In New York, on Tuesday, 75,000 baskets, of three pecks each, are reported as sold at an average of \$1.50 to \$2.00 per bushel.

The returns from the 24 District show that the vote of Mr. Upham has increased, over the August election, 1133; that of Mr. Pierpont 1080; and that of Mr. Sewall over Mr. Pierpont 257. There is no choice and Mr. Upham, the high candidate, leads nearly three hundred of an election.

THE NEW YORK PAPER OF THURSDAY REPORTS THAT THE JENNY LIND CONCERT ON WEDNESDAY EVENING, WAS A COMPLETE TRIUMPH.

The crowd outside and inside was immense. Everything passed off pleasantly. When she first appeared the house rose to receive her, and it was some time before she was able to proceed, so great was the enthusiasm. She was attired in white satin. Casta Diva was the opening piece, and brought down thunders of applause. At the close she was called out; and after bowing her thanks, retired.

The favorites of the evening were two national songs. Her Swedish, "Herdman's Song" was singularly quiet, wild and innocent. The local of the cows, the joyful laugh, and the food, as if her singing had brought the very mountains there, were extremely characteristic. This was loudly encored and repeated; and when again encored was answered with her "Greeting to America," the National Prize Song, written by BAYARD TAYLOR, and set to music, by BENEDICT. We here give the words:

GREETING TO AMERICA.

WORDS BY BAYARD TAYLOR.

I greet you, a full heart, the land of the West,  
Whose flag is the star of a world in a swirl;  
Whose empire is the Atlantic's wide sea,  
And whose life is the life of the galaxy.

The land of the mountain, the land of the lake,  
And the life of the life of the galaxy;  
Where the life of the life of the galaxy;  
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Mr. Barnum, after expressing his gratification at the splendid welcome which had been given, stated that he would disclose a piece of news which he could no longer keep secret, and which would show how well the welcome was deserved.

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FOREIGN INTELLIGENCE.

ARRIVAL OF THE ASIA.

SEVEN DAYS LATER FROM EUROPE.

HARPER TAYLOR, (Special Correspondent.)  
Monday Morning, 13th October.

The Asia steamer, from Liverpool August 31, was telegraphed this morning at about 8-12 o'clock, and arrived at a quarter past 10. Yesterday night a heavy gale of wind and rain from the eastward, which has undoubtedly caused a great loss of property and life along the coast. Towards morning, the wind shifted to the southwest, and it is now blowing heavily from that quarter.

The Asia sailed from Liverpool at 12 M. The Canada arrived at Liverpool at 1-2 A. M. 26th. The steamer of the line running between Liverpool and New York will hereafter run direct.

The money market continues easy. Several leading bankers have lowered their rates of interest on deposits. Consols, 90-12 for money and account. Little doing in U. S. stocks, and prices remain as last week.

The weather has been unfavorable for harvesting operations, and the yield is not likely to be as great as anticipated.

Louis Philippe, late King of the French, died on the 26th August, at his residence in London. The Queen has gone to Scotland.

There is nothing new from the west of war, beyond the usual reports of the progress of the campaign. The Sub-Marine Telegraph between Dover and Calais has been completed, and works well.

The Paris Constitutionnel says the immediate cause of Louis Philippe's death was acute pleurisy.

At Rome, the conspiracies against the Pope have revived the practice of throwing crystal balls, filled with explosive substances, into the carriage; several persons have been arrested. The Austrians have given in their adhesion to the English protection on the Danish question.

The Peace Congress has been held at Frankfurt. The Germans were in great numbers. The usual declamatory speeches were delivered. Copway, the Chief, and Mr. "Chippie" of New York, were listened to with much attention, and excited considerable applause.

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GAMBLERS DIVERTED.

At the request in Medford on Tuesday, a number of booths were occupied by professional gamblers, who did a large business in the way of winning money from such countrymen as ventured within their precinct. On Tuesday night considerable disturbance took place among the gamblers and some of the spectators, and during the night a tent occupied by a man who sold refreshments, was torn down and burned up.

The town authorities yesterday morning appointed a large number of men as special police, and during the forenoon, most of the booths occupied by the gamblers were demolished and burned to ashes by these officers and those who assisted them; but this was not effected until a severe conflict had taken place between the two parties, and some on both sides had received pretty severe bruises. The gamblers were at length completely routed, and obliged to desert from their unlawful and disgraceful practices.

SENTENCES. In the Municipal Court, John Lenley, who was convicted of attempting to pick the pocket of Dr. Geo. Falkner, of Jamaica Plain, on the day of the late President's funeral, was sentenced to one year in the State Prison. Also, John Kennedy, for shop breaking, 2 years in the House of Correction; William Lahey, for assault, one month, and to keep the peace for one year; and John C. Case, for general larceny, fined \$100 and costs, or in default, three months in the House of Correction; James M. Taylor, for selling one glass, \$20, or one month in the House of Correction.

DESTRUCTIVE RAILROAD ACCIDENT. An early hour on Saturday morning, on the Chelsea Railroad, between Walpole and Westmoreland, a company of Irish laborers, fifteen in number, employed on this section of the road, were crossing the bridge over the river, when, with the engine behind backing them up, when they unexpectedly met a downward train. A collision resulted; three of the laborers were almost instantly killed, and six others badly injured. The train was badly mangled and mangled. The force of the collision completely demolished the gravel car, the engines passing entirely through it, leaving its inmates but little chance of escape. No one on the downward train was seriously injured. [Traveler.]

POLICE COURT. On Tuesday afternoon, John V. Hodgson was again brought up, charged with having committed a violent assault on Mrs. Brown, his mother-in-law, and committed for trial. Dr. Clark, the City Physician, who attended the patient, testified that the injuries she received confined her to the bed one week, and to the house a week longer, but she was now considered out of danger. Anthony Horne, the "Watch Dog," was fined \$500.

POTATO ROT. Until within the last fortnight the prospect of a good crop of potatoes has never been better in this vicinity than the present year. But now the rot is making its appearance, and the crop is very seriously injured, if not totally cut off. Mr. C. Hayes informed us on Friday morning that one patch on his farm, of eight acres, which was calculated to produce 2000 bushels, was now only good for 200 bushels. The rot is making its appearance, and the crop is very seriously injured, if not totally cut off. Mr. C. Hayes informed us on Friday morning that one patch on his farm, of eight acres, which was calculated to produce 2000 bushels, was now only good for 200 bushels.

FATAL ACCIDENT AT THE FALLS.—Yesterday afternoon a fatal accident occurred at Niagara Falls. Mr. Nobles, a hardware merchant of St. Catharines, with his wife and two children, in a carriage, was driving through the ravine leading down from Drummondville to the Falls, when the horse became unmanageable, and backed off a precipice about 40 feet in depth. Mr. Nobles jumped out, and his wife and children were thrown from the carriage. Mr. Nobles, however, escaped without injury. Mrs. Nobles, however, was precipitated down the bank, and so severely injured that we understand she has since died. [Buffalo Commercial Advertiser, 4th.]

News from the African quarter to July 13, varies little from the intelligence given a few days since. It says—the Bainbridge was at Porto Praya, to sail in a day or two for the coast of Barbary, to give five Americans who were wrecked and captured by the natives. The John Adams and Perry were both down the coast near Bengala. The Bainbridge will probably return home when she settles the Barbary affairs. The Yorktown will probably return to the United States in three or four months.

FIRES. At Malden, on Friday night, the barn of Charles Brown was destroyed, with its contents. A valuable barn of Mr. Jos. Esterbrook of Boylston, was destroyed by incendiary fire, morning of 6th inst., with its contents of hay, grain, &c. Attempts had previously been made to rob the premises.

Rev. Benjamin Tappan, for twenty-nine years pastor of the fourth parish church at Augusta, Me., has been appointed to the office of Secretary of the Maine Missionary Society. His successor, Edwin B. Webb, recently graduated at the Theological Seminary at Bangor.

FROM TEXAS we have accounts of the re-election of Mr. Rusk to the Senate, by a vote of 56 to 8; of proceedings in the Legislature, which will be set at naught by the passage of the Compromise bill; and of the progress of the war between the soldiers and the Indians. The crops were doing well.

William L. McKenize has been allowed by the County Council at York, Canada West, his claims of \$1,179, being in full of his wages as a soldier in the Canadian army, and in going back to the County in 1855, when he was five times elected and as often expelled by the Tory majority.

Mr. GEORGE KITTREDGE of Lowell was instantly killed on Thursday in Carlihe. He was digging a well, and when ten or twelve feet from the bottom, he was struck by a falling stone, which he had just thrown down. He was instantly killed. Life was extinct when the body was taken out.

At Bath, recently, they wanted a man to come from Portland and "bring his wife." The Telegram rendered the last clause "bring his wife." So the musician and his lady duly arrived by the next train.

FIREWORKS. A field of hops, containing over 1000 hops, belonging to Wm. Wallace, Esq. of Milford, N. H. was entered recently by some persons, who were seen every vine from the roots, thus entirely destroying the crop.

THE FIREWORKS. Workmen are now engaged in putting up an enclosure on the Common, for the purpose of exhibiting the fireworks, which were intended for the last anniversary of our Independence. The exhibition will take place on Wednesday of next week.

GREAT EASTERN RAILROAD. At St. John N. B. five individuals have subscribed \$2000 to the stock of the above road. In Westmoreland, N. S. \$20,000 have been subscribed.

W. SAINCROSS, September 9. President Fillmore has signed the Texas boundary, New Mexico, and Utah bills.

TERMINAL ACCIDENT ON THE WESTERN RAILROAD.—THREE PASSENGERS KILLED.

Monday night's passenger train from Albany did not arrive till after 10 o'clock—two hours behind its usual hour—in consequence of a bad disaster which befell it when two miles west of the Washington summit.

While going at the rate of 20 miles the hour, the forward axle of the second passenger car broke, letting it down upon the track; and in rate of speed for at least three hundred yards, the broken axle, truck, &c., breaking through the floor, and flying up among the crowded passengers—the car at the same time bounding and grinding along, partly on its remaining wheels, and partly on the track and sleepers. The scene that was witnessed in the cars among the passengers it is impossible to describe. All was the most terrible confusion. Scarcely any escaped injury in some degree, and three were killed outright. The killed were Col. S. J. Munford, a lawyer of New York City; Miss Rosevelt, of Albany, daughter of the proprietor of the Delaware House; and Mr. Whittever, of Leicester, Mass.

James Hagerman had one leg broken; Amasa Richardson, of North Adams, was much hurt by the handle of one of the seats being thrust into his chest, and he lay for some time.

Three ladies were seriously injured, and rendered unable to proceed. A number of others were injured, but it is hoped and believed that they will recover. These were Mrs. Col. Dwight, of Springfield; Mrs. Corcoran, of North Adams; and Miss Corcoran, of North Adams.

Col. Munford, one of those killed, was accompanied by a young daughter, whose bodily injuries were not serious, but whose mental anguish, from the death of her father, was very great. The third car was detached from the second just before the train was brought to a stand, and stopped short of the latter. But for this, with its passengers, may have shared in part, the fate of the first car.

The whole scene, as may well be imagined, was frightful, appalling, terrible. The disfigured bodies of the dead, groans and cries of the wounded, the shrieks of frightened and bereaved mothers, and the cries of the children, presented, constitute the leading features of a picture, which those who witnessed it can never forget.—[Springfield Republican.]

THE ACCIDENT ON THE WESTERN RAILROAD. James Hagerman of Troy, greatly magnified his injuries; he said his leg was broken, but the physicians could find no fracture of any sort, and no serious external injury of any character. Still, he is unable to move, and is in a very bad way.

The body of Mr. Whittever, of Leicester, was taken through here to his late home, on Tuesday.

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MARRIAGES.

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